

## Mails

**NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.**

**PROPOSED SAILINGS FROM HONGKONG.**

(SUBJECT TO ALTERATION.)

Tacoma.....	Tuesday	December 11
Sask.....	Tuesday	Jan. 1/95.
Victoria.....	Tuesday	Jan. 29/95.
Tacoma.....	Tuesday	Feb. 26/95.
Sask.....	Tuesday	March 19/95.
Victoria.....	Tuesday	April 9/95.

THE Steamship TACOMA, Captain R. C. GRAYDON, sailing at Noon, TO MORROW, the 11th December, will proceed to H. B. C. and TACOMA and SUEZ, SINGAPORE, SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Cargoes of Goods for United States Ports should be in quadruplicate and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Freights must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

**DODWELL, GARRELL & Co.**

Hongkong, December 10, 1894. 1792  
Occidental & Oriental Steam  
Ship Company.

CARRYING CARGO AND PASSENGERS  
 TO JAPAN, THE UNITED  
 STATES, MEXICO, CENTRAL AND  
 SOUTH AMERICA, AND EUROPE  
 VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STREAMERS.  
—  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
—  
PROPOSED SAILINGS FROM HONGKONG.  
Belgic (via Nagasaki) } WEDNESDAY, Dec. 19  
Kobe, Inland Sea } at daylight.  
and Yokohama }

Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama) WEDNESDAY, Jan. 9, 1895, at daylight.

Fuchio (via Nagasaki,  
 Kobe, Island Sea,  
 Yokohama and  
 Honolulu),.....

SATURDAY, Jan. 25,  
 1895, at daylight.

THE Steamship **BELGIO** will be  
 despatched for **SAN FRANCISCO**

and YOKOHAMA, on WEDNESDAY  
19th December, at Daylight, connection  
being made at Yokohama with Steamers  
from Shanghai.

INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic Lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Company's Officers, add send to the

Director of Customs, Hong Kong.  
For further information, apply to the  
Company, No. 7, Praya Street.  
**C. L. CORHAM,**  
Acting Agent.  
Hongkong, November 21, 1934. 1834



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT.  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
*Through Bills of Lading issued for BATA.*

**THE Steamship SIAM, Captain C. K.**  
**Harmer, R.N.R., carrying Passengers**

Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 20th December, at Noon.

All Cargo for Marseilles, London, &c, will be transhipped at Colombo, this day.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

note the terms and conditions of the Com-  
 pany's Bill of Lading.  
 For further Particulars, apply to  
**H. H. JOSEPH,**  
 Super-Cargo Agent.  
**P. & O. S. S. Co., Ltd.,**  
 Managers, December 1, 1904.



## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTES-FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
CELEBES, PONDIOHERRY,  
MADRAS, CALCUTTA, ADEN, SUZ, Z.  
PORT SAID.  
MEDITERRANEAN AND  
BLACK-SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX.  
ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 12th December, 1894, at Noon, the Company's S.S. CALEDONIAN, Commandant FRANKLIN, with PASSENGERS, SPECIE, and CARGO, will leave this Port for the above place.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.  
Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th December, 1894. (Parcels are not to be sent on board; they must be left at the Agency Office).  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. de CHAMPEAUX,  
Agent.  
Hongkong, November 28, 1894. 1927

## To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.  
In the Matter of the Estate of GEORGE JOHN WOLFE, late of Victoria, in the Colony of Hongkong, Assistant Sugar Refinery, Deceased.

NOTICE is hereby given, that the Honorable the Supreme Court of Hongkong, in the Colony of Hongkong, Assistant Sugar Refinery, Deceased, has made an Order limiting the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895, the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895, the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895.

IN THE SUPREME COURT OF HONGKONG.  
In the Matter of the Estate of ROBERT H. NISBET, late of Victoria, in the Colony of Hongkong, Master Mariner, Deceased.

NOTICE is hereby given, that the Honorable the Supreme Court of Hongkong, in the Colony of Hongkong, Master Mariner, Deceased, has made an Order limiting the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895, the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895, the time for sending in CLAIMS against the said Estate, to the 30th FEBRUARY, 1895.

FOR SINGAPORE, COLOMBO AND BOMBAY.  
The Steamship  
Lindisfarne,  
Capt. E. ANDREW, R.N.,  
will be despatched for the above Ports TO-MORROW, the 11th Inst., at Noon.  
For Freight, apply to  
TATA & Co.,  
Agents.  
Hongkong, December 10, 1894. 1930

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Co.'s Steamship  
Emeralda,  
Capt. G. A. TAYLOR,  
will be despatched for the above Port TO-MORROW, the 11th Inst., at 5 p.m.  
For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers.  
Hongkong, December 10, 1894. 1997

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
The Co.'s Steamship  
Haitan,  
Capt. GODDARD, will be despatched for the above Ports on WEDNESDAY, the 12th Inst., at Daylight, and not as previously notified.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.  
Hongkong, December 10, 1894. 1993


OHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
The Steamship  
Sungliang,  
Captain DORN, will be despatched on SATURDAY, the 15th Inst., at 4 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, December 10, 1894. 1998

OHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
The Steamship  
Chingis,  
Captain DORN, will be despatched as above on SATURDAY, the 15th Inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, December 10, 1894. 1921

## To-day's Advertisements.

**HARMSTON'S GRAND CIRCUS**  
  
**ROYAL MENAGERIE**  
**WILD ANIMALS.**  
"ALL OTHERS FADE WITH THE SETTING SUN,  
BUT WE APPEAR MORE BRIGHT THAN EVER."  
TONIGHT! TO-NIGHT!!  
First Grand Production of THE MILITARY SPECTACLE:  
THE CHINA AND JAPAN WAR,  
Introducing all the Exciting Scenes of the FALL OF PING-YANG.  
Embracing also the HISTORICAL EPISODES DURING TO SAVE THE COLOURS.  
100 Men and Horses engaged in this PRODUCTION.  
To be preceded each evening by a Selected Circus Programme EMBRACING ALL THE CHOICE ACTS of our REPERTOIRE.  
MATINEES EVERY WEDNESDAY & SATURDAY AFTERNOONS.  
Doors Open at 2 o'clock, to Commence at 3 sharp.  
BOX PLAN at KELLY & WALSH'S.  
ROBERT LOVE,  
Manager.  
Hongkong, December 10, 1894. 1999

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ROBERT LOVE,

Manager.

Hongkong, December 10, 1894. 1999

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at Noon, on THURSDAY and FRIDAY, the 13th and 14th Instant, respectively.

For the 'Chartered Bank of India, Australia and China,'  
A. C. MARSHALL,  
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'  
J. JACKSON,  
Chief Manager.

For the 'Bank of China, Japan, and the Straits, Ltd., Hongkong,'  
CHAMBERLAIN, INCORPORATED,  
Manager.

For 'The National Bank of China, Limited,'  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the 'Mercantile Bank of India, Limited,'  
JOHN THURBURN,  
Manager, Hongkong.

For the 'Banque de l'Indo-Chine, Hongkong Agency,'  
E. MAYER,  
Manager.

Hongkong, December 10, 1894. 1998

REGATTA HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business at Noon, on THURSDAY and FRIDAY, the 13th and 14th Instant, respectively.

JARDINE, MATHEWSON & Co.,  
General Agents,  
Canton Insurance Office, Ltd.,  
General Managers,  
Hongkong Fire Insurance Co., Ltd.,  
DOUGLAS JONES,  
Acting Secretary,  
Union Insurance Society of Canton, Ltd.,  
W. H. PEROVAL,  
Agent,  
North-China Insurance Co., Ltd.,  
W. H. RAY,  
Secretary,  
China Traders' Insurance Co., Ltd.,  
SHEWAN & Co.,  
Agents,  
Yantai Insurance Association, Ltd.,  
JAMES E. COUGHTRIE,  
Secretary,  
China Fire Insurance Co., Ltd.,  
Wm. MACLEAN,  
Agent,  
The Straits Insurance Co., Ltd.,  
Hongkong, December 10, 1894. 2002

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## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Japan.	Ancona (s).	P. & O. S. N. Co.	Dec. 21, at noon.
Kobe and Yokohama.	Oboro (s).	Shaw & Co.	December 15.
London, v. Marseilles.	Canton (s).	P. & O. S. N. Co.	About Dec. 13.
London & Port of Call.	Singha (s).	P. & O. S. N. Co.	About Dec. 24.
London.	Shanghai (s).	P. & O. S. N. Co.	About Dec. 24.
Manila, via Amoy.	Emeralda (s).	Shaw & Co.	Dec. 11, at 5 p.m.
Manila, via Amoy.	Sungking (s).	Butterfield & Swire.	Dec. 15, at 4 p.m.
Marseilles, v. Saigon.	Calcutta (s).	Messageries Maritimes.	Dec. 12, at noon.
New York, v. Suez Canal.	Anglo (s).	Doddwell, Carill & Co.	About Dec. 17.
New York.	Lucy A. Nickels.	Quick despatch.	Quick despatch.
S. Francisco, v. Japan.	China (s).	P. & O. S. N. Co.	Dec. 12, daylight.
S. Francisco, v. Japan.	Belgo (s).	O. & G. S. N. Co.	Dec. 12, daylight.
S. Francisco.	Serra Miranda.	Shaw & Co.	Quick despatch.
Shanghai.	Peninsular (s).	P. & O. S. N. Co.	About Dec. 14.
Shanghai and Kobe.	Panama (s).	P. & O. S. N. Co.	About Dec. 18.
Spore, Cebu & P. Bay.	Lindisfarne (s).	Data & Co.	Dec. 11, at noon.
Spore, Amoy & P. Bay.	Haitan (s).	Doyle & Co.	Dec. 12, daylight.
Vancouver (B.C.) & England.	Japan (s).	Doyle & Co.	Dec. 28, at noon.
Victoria (B.C.) & England.	Tacoma (s).	Nor. P. & S. R. Co.	Dec. 11, at noon.
Yokohama and Kobe.	Chingtu (s).	Butterfield & Swire.	December 15.

## To-day's Advertisements.

VICTORIA RECREATION CLUB.

VICTORIA REGATTA.

THURSDAY & FRIDAY NEXT.

13th and 14th December, 1894.

ENTRIES for the OPEN BOAT SAILING RACE should be sent in to the Hon. SECRETARY, accompanied by the length measurement of boat and entrance fee of \$2, not later than To-morrow, 11th Instant.

A GRAND STAND and ENCLOSURE have been erected on the PRAYA RECLAMATION from which a good view of the Regatta may be obtained. Admission by Ticket only. LADIES CORDIALLY INVITED.

Tickets, \$1 each, obtainable either from the Club Steward or at the Gate.

The LADIES PRIZE will be presented on the FIRST DAY immediately after the Race, other Prizes after the last race SECOND DAY.

E. D. SANDERS,  
Hon. Secretary.

VICTORIA RECREATION CLUB.

Hongkong, December 10, 1894. 2004

GREEN ISLAND CEMENT COMPANY, LIMITED.

CAPITAL, \$150,000.

50,000 SHARES OF \$3 EACH.

NOTICE.

IT is proposed to INCORPORATE AN OTHER COMPANY under a SIMILAR NAME to the above, to TAKE OVER the Business, Assets, and Liabilities of the present Company, and for this purpose Subscriptions for Shares in the New Company, when formed, are invited from the public.

FOR FURTHER DETAILS AND FORMS OF APPLICATION may be obtained from the undersigned.

ARNOLD, KAREBERG & Co.,  
General Managers.

Hongkong, December 10, 1894. 2003

CANTON INSURANCE OFFICE, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.

JARDINE, MATHEWSON & Co.,  
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, December 10, 1894. 2005

SHIPPING.

ARRIVALS.

December 9:-

Haitan, British steamer, 1,182 T. D. Goddard, Poonah, December 5, Amoy 7, and Swatow 4, General—DOUGLAS STEAMSHIP CO.

Leo Sok, British str., 1,000, J. B. Jackson, Bangkok Nov. 23, and Anglin Dec. 1, General—YUEN FAT HONG.

Ludvig, Norwegian steamer, 2,144, B. Hammer, Ketchikan Dec. 4, Coal—MITSUBISHI KAISHA.

Triumph, German str., 875, J. Bruhn, Haiphong and Hoihow Dec. 8, Rice—WILBER & Co.

Schoon, British steamer, 999, J. Cooke, Chinkiang Dec. 5, General—BUTTERFIELD & SWIRE.

Glenfry, British str., 2,350, F. Salby, Shanghai Dec. 5, General—JARDINE, MATHEWSON & Co.

Loyal, Dutch steamer, 1,203, Schall, Carill Sept. 27, and Singapore Nov. 23, Coal—WILBER & Co.

Nürnberg, German steamer, 3,207, H. Walter, Yokohama Nov. 30, Kobe Dec. 3, and Nagasaki 5, Mails and General—MITSUBISHI KAISHA.

Peking, German str., 93, R. Köhler, Chinkiang Dec. 6, Rice—STREMSER & Co.

December 10:-

Sachsen, German steamer, 3,431, E. Supper, Shanghai Dec. 7, Mails and General—MITSUBISHI KAISHA.

Kuang Lee, British steamer, 1,605, R. L. Lincoln, Shanghai Dec. 7, General—G. M. S. N. Co.

Pallas, British steamer, 1,02, A. Murray, Moji Dec. 5, Coal—MITSUBISHI KAISHA.

Peking, German str., 93, R. Köhler, Chinkiang Dec. 6, Rice—STREMSER & Co.

December 9:-

Poliphemia, for Singapore and London. Haikong, for Swatow.

Yokohama, for Shanghai.

Pra Chua Chom Kiao, for Swatow.

Hanoi, for Haiphong.

Chinkiang, for Macao and Sydney.

Soochow, for Canton.

Fidilio, for Kaitum.

N. S. de Loria, for Manila.

Sachsen, for Europe, &c.

Kuang Lee, for Canton.

December 10:-

Lindisfarne, for Singapore and Bombay. Active, for Hoihow.

Glenfry, for Singapore and London. Tai Yick, for Kobe.

Loyal, for Shanghai.

December 9:-

Per Hoihow, from Coast Ports, Mr. Dickie, and 128 Chinese.

Per Leo Sok from Bangkok, Mr. J. Check, and 8 Chinese.

Per Triumph, from Hoihow, 20 Chinese.

Per Glenfry, from Shanghai, Messrs. Johnson, K. Johnson and John, for London.



It is notified in the Gazette that the Supplementary Appropriation Bill, 1894, has not been introduced.

It is reported that the Chinese Commander-in-Chief at Port Arthur was killed. The Japanese captured a Chinese gunboat at Port Arthur.

Six boatmen found concealed beneath the China Market, during the night-time, were brought before Mr. Wodehouse at the Magistrate's this morning. They were each sent to prison for six weeks.

It is interesting to know, although it is neither creditable nor comforting, that when the constables were ordered to open fire upon the Indian constable who ran amok in the compound of the Central Police Station on Thursday last, several rounds of ammunition would not explode. Had the emergency been more serious and the police been called upon to use their revolvers and carbines, it would have placed the men in an awkward, expediting and dangerous position to send them into action with useless ammunition. The carbine with which the madman committed suicide was found to be jammed with the large cartridge used. It appears that he discharged twenty-five cartridges in all, having kept the last round for himself. An undischarged cartridge was found beside the body, but this belonged to Constable McSwaid, who was one of the men who made a rush upon the deceased. Finding he did not require to use his carbine, he opened the breach and allowed the cartridge to drop upon the ground. Constable McEwen was the first to return the fire of the Indian. This officer displayed most praiseworthy gallantry throughout the whole affair, and was restrained with the greatest difficulty by Inspector Hennessy from rushing into the open to grapple with the madman before he had fired many rounds. He also made several attempts to get near the man from the houses in front of the Police Compound, intending to jump upon him and prevent further shooting.

The Legislative Council will meet on Wednesday, 12th inst., 3 p.m.—Business:—Financial Minutes.

Orders of the Day—1. Second reading of the Bill entitled "An Ordinance to amend the law relating to the Public Service of the year 1885." 2. Second reading of the Bill entitled "An Ordinance to secure, in certain cases, the rights of property in telegraphic messages."

There will be a meeting of the Finance Committee immediately after the Council.

The highest sum bid for the Drumelian at the recent auction was \$14,000. She was bought in at \$15,000.

A second Japanese War Loan is now being raised for \$50,000,000 in bonds of yen 100, to be issued at not less than yen 95, and to bear a rate of 5% interest. The results of the subscriptions will be announced on Xmas day.

It is stated that a survey has been commenced of the country between Seoul and Jinsen with the object of constructing a railway line between those two places. The total distance is 20 miles, and the line is expected to be completed within half a year of its commencement, at an estimated cost of 1,000,000 yen.

The following telegram, the date of dispatch of which is unknown, has been received in the capital from Chefoo, says the Japan Mail of the 23rd ult.:

Prince Kung has been ordered by the Emperor of China to set as Special Ambassador, to intimate personally to the Commander-in-Chief of the Japanese Army China's intention of concluding peace.

According to the Japanese papers, it is rumored that Victor Li Hung-chang will go to Japan shortly for the purpose of suing for peace and conveying China's surrender. Prince Kung accompanying him as accredited Ambassador from the Peking Government. It is also stated that the Government has received a telegram from Shanghai announcing that the Peking Government has decided to send Prince Kung to Japan as an ambassador.

An official notification was circulated at Nagasaki on the 3rd inst., announcing the removal of the restrictions laid at the entrance of the harbour shortly after the outbreak of war, and the resumption of the restrictions then found necessary to place upon shipping whilst entering and leaving the port. During the period the restrictions have been in force, says the Rising Sun, they have been of great knowledge, being repeatedly infringed by vessels coming in at night, and, strange to say, without a single accident occurring.

The Osaka Asahi says:—Sir Charles Fremantle, Deputy-Master of the British Mint, paid a visit to the Government Mint at Osaka on Saturday, 1st inst., accompanied by his wife and daughter, and a son of his younger brother, Admiral Fremantle, Commander-in-Chief of the British Eastern Squadron. Mr. Hasegawa, Director of the Osaka Mint, who is said, first became acquainted with Sir Charles Fremantle while he was in Europe, personally accompanied the party. The party were conducted through several work-rooms, and expressed much admiration at the arrangements.

The Tsingtao correspondent of the N. O. Daily News writes:—On the afternoon of November 19th one of our missionaries was returning from the north, when he was met on the highway about 4 1/2 from Tsingtao by some soldiers, two of whom, dressed in blue uniforms, and carrying rifles, they set upon him with a carrying pole, and struck him several severe blows, threatening also to kill him with a sword which one of them carried. The foreigner was forced to beat a hasty retreat, and the soldiers, after emptying his pockets, took possession of the carrying pole and horse, and proceeded on their journey. The magistrate of this city was applied to for assistance, but alleged his inability to do anything in the case.

The Nippo authorities, we learn from the N. O. Daily News, now allow steamers to go up the river above the Harbour Master's station. The opening in the barrier is about 180ft. wide, but is loaded with stones and is in readiness to be sunk in the breach should the Japanese appear.

The literary taste of Thomas Carlyle got a severe criticism not long ago from a student in one of our New English colleges, says The New York Tribune. The class was considering the works of this author, when the instructor called for an opinion upon "Sartor Resartus." His question fell upon an Armenian student, whose eyes to "business," as well as his habit of making comical remarks had given him a name all over the college. "Mr. A., what is your opinion of this book," Sartor Resartus?" asked the professor. "Well, Professor," answered A., with deliberation, "like the book—the book is good—but not the title. I do not like the title, Professor, and I do not think the book would sell."

A Mr. Hatoh, of Halifax, England, who combines science with Band of Hope Unionism, has been delivering lectures on alcohol to Board-school children of his town, and has thereby routed the ire of Mr. Jerome K. Jerome, who, having been supplied with a copy of one of the lectures, described it as a hot-potch of mistakes and misstatements. Mr. Hatoh gave a lecture on water, he remarks, which should be quite correct so far as it went, and yet be hardly educational. "Water, my dear children," I could say, "is a terrible fluid that drowns people. It is composed of two cases, on neither of which the home department at the end of 1893, the total population of this Empire amounted to 1,385,040, of whom 20,904,186 were males and 20,481,844 were females. Males are therefore very slightly more numerous than females, the ratio being as 42 to 41. The number of females in this population is given by our statistics as follows:—

Some interesting statistics are published by a metropolitan contemporary. To judge from them it would appear that instances of extreme old age are by no means rare in Japan. According to statistics compiled by the Home Department at the end of 1893, the total population of this Empire amounted to 1,385,040, of whom 20,904,186 were males and 20,481,844 were females. Males are therefore very slightly more numerous than females, the ratio being as 42 to 41. The number of females in this population is given by our statistics as follows:—

Age.	Males.	Females.	Total.
100 years .....	22	50	72
101 years .....	14	26	40
102 years .....	3	12	15
103 years .....	2	18	20
104 years .....	3	8	11
105 years .....	0	6	6
106 years .....	0	1	1
107 years .....	0	1	1
108 years .....	0	0	0
109 years .....	0	1	1
Totals	48	124	170

These figures are interesting for several reasons. Only one person out of approximately 252,000 inhabitants can hope to reach the age of one hundred; whereas only three in every million may attain their one hundred and second year. Women are shown to be far more prone to longevity than men, nearly three times as many females having reached a century. Moreover, it is noteworthy that while only ten males have reached the age of one hundred and two and above, no less than fifty females have attained this extreme limit. The centenarians are, we are told, almost without exception persons of peasant extraction. People live longer in the hills than in the lowlands, the freedom from malaria or malarial vapours probably more than acting as an offset to the exertion of mountain-climbing. The venerable old lady who has touched the food-mark of one hundred and nine years is said to be in possession of all her faculties, can walk for quite a distance, and does exercise sewing without the aid of spectacles—Japan Mail.

ROYAL HONGKONG YACHT CLUB. FOURTH CLUB RACE.

The fourth race for points took place on the 9th. The course was as follows:—From the Submarine Mining Pier, Wellington Barracks, round Stonecutters' Island, White Fairway Buoy, and Channel Rocks (leaving all to port); 13 miles.

It was a very poor and disappointing race. The boats started in a dead calm, and when the second class got away the first class had gone only about 20 yards in their 10 minutes' grace. Stella and Erica at once started for Kowloon, followed later by the Cam and Shu. The rest of the fleet went round the Viceroy Emanuel. Stella got into a slight breeze at Kowloon and kept straight on to Yai-ma-ti where she tacked, and from this point she went clean away, going round the course without another tack and carrying her spinnaker most of the way. The Dart followed the Stella quite a way behind. These were the only boats that got round the course. The Erica got the very worst of luck and was left at Kowloon, and at 4 o'clock she, with the Cam, was still trying to get round Stonecutters.

The times at the White Buoy were—Stella about 1.00 p.m. Dart 1.15 " Lady 2.50 " Payne 2.50 " Petrel 3.08 " She 3.38 " Kitten 5.43 "

Cam and Erica did not go round the mark; and the whole fleet, with the exception of the two leading boats, were becalmed until a slight breeze at 5 p.m. allowed them to reach their moorings. The Stella got 10 points and the Dart 4.

There was an intense allance around Mrs. Hasegawa's house, while the children were being served. It was broken by the girl with Duffy hair, who whispered to the one with dark glasses: "Billy Blair has paid his board bill at last. How do you know?" "He got a piece of white mink instead of the ring and neck, as usual."

PROCESSIONS. Now, madam, if it is not asking—no, no, no, you will not—kindly make an effort to—look pleasant! It will only be for a moment.

AMOY TRAINING NOTES.

There was a full attendance at the Amoy Course on Saturday (1st December) and several ladies were present to give additional brightness to the morning, already radiant with natural smiles. The manoeuvres of a detachment of the Buffs under the command of their popular colonel, were confined to water from a neighbouring spring. The Buffs and the Spotted Griffin did a mile in 2:30, the former being hard held and the latter hurried up, with no visible result. Mr. Peel's pair were sent for a mile and a quarter, the little one, with Mr. Curry in the saddle, having the best of it. Two griffins from the Buffs were sent for a mile, with orders to keep amok in reserve, the time was nothing remarkable. Timekeeper and Dainty were ridden out for a mile and a quarter in 3:45, the latter, with an advantage in weights, finishing in excellent form. The Kaechong grey griffin, well ridden by old Harry Junior, went for a mile in such form as should secure him a place in the Trials, if he is not in front of his field opponent. Poor old Steadfast was driven "fall open," for a mile, in spite of an evident collapse in the hind department.

Mr. Waffles and Captain Jack did useful work at the coffee table. The acting clerk gave a most interesting account to the course in the absence of the C. O., who, we understand, spends his Christmas with the savage tribe of Formosa.

Later, Monday—Realisation, with Willie in the pig skin, was sent for a mile and a quarter, at an early hour this morning. Both returned together to the paddock as fresh as paint and the market closes firm at 10:30 for London futures.

The Shanghai stock market, and a promising looking griffin for our popular Secretary, arrived yesterday.—Gazette.

THE TRAGEDY AT THE CENTRAL POLICE STATION.

MAGISTRATE'S INQUIRY.

At the Magistrate's this morning, Mr. H. E. Wodehouse held an inquiry into the circumstances attending the tragedy at the Central Police Station on Thursday, 6th inst., when an Indian constable killed a lunking and then committed suicide.

Chow Hing, P. C. 228, stated—On the 6th inst., at 6.10 p.m., I was on my bed in the Central Station. I saw the deceased Serrin Singh pass my bed. After that I went to the room at the end of the table. There were four of us at the table. The deceased lunking, Ching Leung, two other lunkings and myself. While we were taking our rice Serrin Singh passed the table. He looked at each of us. He went into the bathroom and came out with a white cloth in his hand. He hit Ching Leung. I was sitting to the right of the deceased, who fell underneath the table. My jacket was covered with blood. We rushed out to arrest Serrin Singh, but he fired another shot. This frightened us, and we ran to the room. We had just come out of duty at 6.10. We were on the ground floor. We found Ching Leung lying on the ground. He was killed on the spot.

Inspector Hennessy stated—On the 6th inst., at 6.40 p.m., I was on duty in the charge room at the Central Station. I heard the discharge of firearms in the west end of the Compound. I went in the direction of the firing, and met the last witness running towards the charge room from the Chinese mess-room. He told me what had happened. At that moment I heard another shot from the north-west corner of the yard. I came back to the rear of the barracks and gave orders for all the gates to be closed to prevent the Indian escaping into the street. I then ordered all the British, Chinese and Asiatic constables to keep their arms ready. A number of shots were fired. There were a great many shots all aimed in the direction of the barracks. There was a lull in the firing and thinking all the ammunition was fired I began to make arrangements for rushing out to arrest the Indian. Then he commenced firing again, and I then gave orders for rags soaked in kerosene oil to be thrown into the Compound. It was found that he had shot himself. Acting Inspector Duncan went round the houses at the back and threw a lighted torch into the compound. A number of constables and I went up to the body. The body was lying beside the north wall of the compound behind some plants.

August McSwaid, P. C. 14—1 found the body of the deceased Serrin Singh lying partly against the wall. He was quite dead. The body was in the middle of the compound. The body was to the front; the muzzle was about two feet away from the body. Sergeant Smith and some constables assisted me to carry the body into the charge room. There was a wound on the breast. The clothing was burnt, showing that he must have shot himself. His hair was coated with blood. He must have been wounded in the head. The body was sent to the mortuary.

Uttu Singh, 586—The deceased Indian was a native of the Punjab. He was about 23 years of age. He was a British Police Force on 11th August, 1892. At the time of his death he was stationed at No. 8 Station. I saw him alive on the evening of the 6th inst., at 5.30 p.m. That was at No. 8 Station. He was practising, fighting his carbine in the station at a spot on the wall. Of late, however, Ching Leung came and joined me. As it was getting dark, I stopped and went into the sitting room. I asked him to come in with me. He said he would follow. After ten minutes he came in; he was playing an Indian game and I asked him to take my place as I was going away.

The enquiry was adjourned till tomorrow.

JUDGMENT from the following decree of the 25th of November, issued at the instance of H. I. M. the Emperor, there have been domestic difficulties in the Palace. The administration of the Imperial harem has always been strictly conducted, and Imperial concubines of whatever rank have always been prohibited from meddling with politics or anything outside the sphere of the inner Palace. Of late, however, Ching Fei, late Shen Fei, two of our Imperial concubines of the third grade, have been found to have interfered with certain affairs of State and have tried to use their influence with us. As this practice, if allowed to be pursued without restraint, will have disastrous results, H. I. M. the Emperor has commanded us to inflict a slight punishment upon the concubines above named, and in obedience thereof, Ching Fei and Chen Fei are degraded to the rank of Imperial concubines of the fifth grade as a reprimand for their conduct, who may desire to follow in their footsteps.—N. O. Daily News.

TELEGRAMS. (SUPPLIED TO THE "CHINA MAIL") (Via Southern Line).

LONDON, 9th December, 1894. THE FRENCH EXPEDITION TO MADAGASCAR.

The despatch of troops to Madagascar will be timed to reach their destination in April next. After landing they will proceed immediately to the capital, and will return to the coast in October.

CONCILIATION IN RUSSIAN POLAND.

Count Schouvaloff has been appointed Governor of Russian Poland, replacing General Gourko whose regime has been most unpopular in the country. The change is regarded by the Poles as a good augury for the future.

THE SIBERIAN RAILWAY.

The last section of the Siberian Railway is completed. This section covers 376 versts from Vladivostok.

(From Le Courrier de Haiphong.)

SERIOUS CHARGE AGAINST NEWS-PAPER MANAGERS.

Messrs Gerard and Trocard, managers of the Dix Neufieme Siecle and of the Paix, have been arrested on a charge of levying blackmail from public companies. M. Portia, the principal culprit, has absconded.

PARIS, Dec. 2. Search has been made of the residences of Messrs Gerard and Trocard. Their papers have been seized.

ITALY ECONOMISING.

PARIS, Dec. 1. A number of officers and 400 men employed in the Italian armaments have been dismissed for reasons of economy.

PARIS, Dec. 3. The Italian Parliament has been opened. The Speech from the Throne is pacific in tone, and announces many economic reforms.

(Special to the "Japan Mail")

ENGLISH OPINION ON ASIATIC POLITICS.

LONDON, November 28. All the English papers speak of the capture of Port Arthur as an event of the utmost importance and a brilliant feat of arms. The Times of November the 26th says:—"If Japan maintains that Chinese arrogance has not yet been beaten down, no Western countries can dispute her right to knowledge, except China herself, and China can prove that she understands the situation only by frankly suing to Japan for peace. In the absence of such a move on the part of China, we cannot perceive that the fall of Port Arthur constitutes a real object of triumph to the Japanese. The editor of The Times is further alleged to have expressed the opinion that English policy hereafter will be to strengthen Japan's hand, and consequently to information for the departure of neutral Powers from the attitude they have hitherto maintained. The editor of The Times is further alleged to have expressed the opinion that English policy hereafter will be to strengthen Japan's hand, and consequently to information for the departure of neutral Powers from the attitude they have hitherto maintained."

THE FALL OF PORT ARTHUR.

THE END OF THE BATTLE.

On the 14th November, General Yamaji's division was encamped a little way outside Kichiao, awaiting the order to advance on Port Arthur. General Nishii's brigade (half of this division) was a dozen miles in front, feeling the way slowly through the mountain valleys into the enemy's country. General Nishii's brigade (the other half of Yamaji's force) was to form the rear-guard, and all that was wanted was the arrival of part of an outside division, namely, the famous Kusunoki brigade, under General Hasegawa, to make up Marshal Oyama's command to 21,000. These men, from the "fighting province," Ochinu, arrived on the 15th at Takuwan, bringing up the total force under Field Marshal Oyama to three brigades, or one division and a half. The exact force is not ascertainable, and these figures are merely approximate; the Japanese naturally cannot afford to allow the truth to be known as to their real strength. However, they state that they had 78 guns, of which 12 were guns of eight and twelve calibre were brought on from Shimonoseki and Osaka specially for Port Arthur, and arrived late. The rest were mountain guns and ordinary field pieces, of two and three inches calibre, in about equal numbers, six to each battery.

This is all that can be learned about the force, some said to be taken away for garrison duty, etc.

The advance from the isthmus was very carefully made; the country is magnificent for defensive purposes—stepped up moderately steep hills, ranging up to 2,000 feet high, with numerous rocky ravines and valleys, broad valleys, with gentle undulations, intersected in every direction by winding watercourses, deep and dry. The whole country is extremely dry and stony, with very troublesome sand and dust on the plains. All the landscape, the scenery of the coast, but the landscape is not quite bare at this season; and every mile or two there are villages, roughly built of stone, with numerous stone fences about the fields. There are very few trees, and water is scanty everywhere just now. Roads and paths are exceedingly rough in many cases, more so than the roads, and they are if anything better than the average in China.

On the 17th, Count Oyama ordered General Yamaji to advance along the main road. This road was made for military purposes, and had telegraph lines on each side, none of them being in use. The road was of the north coast of the peninsula. Over the plains, dark sweeps in clouds that suggest the dust storms of Mongolia and Northern China. Japanese spears (in Chinese dress and speaking the language perfectly) had been seen in many places before, and had cut the telegraph lines in several places. One spy had opened a shop in Kichiao a week before the city was captured. Four of his companions on this risky work had been detected, tortured, and killed, and he alone escaped with valuable information. He had been seen in Port Arthur, and found out a good deal about where its strength and its weaknesses lay.

On the 17th, General Yamaji moved his troops the ordinary day's march of the Japanese army, 6 miles, and encamped at the village of San-ju-li, or Hsiao-ti Shiao-ti. A Chinese is said to be a little of a liar.

Here a despatch was received announcing that a part of the Kusunoki brigade was on its way along the coast road to Port Arthur. General Hasegawa himself commanding a force between that and the First Division, and the other divisions were to follow. The Japanese were not to be deceived by the Chinese, who had been seen in many places before, and had cut the telegraph lines in several places. One spy had opened a shop in Kichiao a week before the city was captured. Four of his companions on this risky work had been detected, tortured, and killed, and he alone escaped with valuable information. He had been seen in Port Arthur, and found out a good deal about where its strength and its weaknesses lay.

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THE FALL OF PORT ARTHUR.

THE END OF THE BATTLE.

On the 14th November, General Yamaji's division was encamped a little way outside Kichiao, awaiting the order to advance on Port Arthur. General Nishii's brigade (half of this division) was a dozen miles in front, feeling the way slowly through the mountain valleys into the enemy's country. General Nishii's brigade (the other half of Yamaji's force) was to form the rear-guard, and all that was wanted was the arrival of part of an outside division, namely, the famous Kusunoki brigade, under General Hasegawa, to make up Marshal Oyama's command to 21,000. These men, from the "fighting province," Ochinu, arrived on the 15th at Takuwan, bringing up the total force under Field Marshal Oyama to three brigades, or one division and a half. The exact force is not ascertainable, and these figures are merely approximate; the Japanese naturally cannot afford to allow the truth to be known as to their real strength. However, they state that they had 78 guns, of which 12 were guns of eight and twelve calibre were brought on from Shimonoseki and Osaka specially for Port Arthur, and arrived late. The rest were mountain guns and ordinary field pieces, of two and three inches calibre, in about equal numbers, six to each battery.

This is all that can be learned about the force, some said to be taken away for garrison duty, etc.

The advance from the isthmus was very carefully made; the country is magnificent for defensive purposes—stepped up moderately steep hills, ranging up to 2,000 feet high, with numerous rocky ravines and valleys, broad valleys, with gentle undulations, intersected in every direction by winding watercourses, deep and dry. The whole country is extremely dry and st



